

**FAIRBANKS METROPOLITAN AREA TRANSPORTATION SYSTEM
POLICY COMMITTEE
State of Alaska, DOT&PF, Main Conference Room
2301 Peger Road Fairbanks, Alaska 99701
Meeting Minutes – July 17, 2008**

1. Call to Order

Chair Steve Titus called the meeting to order at 10:04 a.m.

2. Introduction of Members and Attendees

The following were present:

- * FMATS Policy Committee members
- ** FMATS Staff members
- *** FMATS Technical Committee members

NAME	REPRESENTING
* Steve Titus, P.E.	DOT&PF Regional Director, Northern Region
* Mayor Terry Strle	City of Fairbanks
* Mayor Jim Whitaker	Fairbanks North Star Borough
* Mayor Doug Isaacson	City of North Pole (joined at 10:08am)
* Luke Hopkins	FNSB Assembly Representative
* Bob Pristash	<i>representing</i> Chad Roberts Fairbanks City Council Rep.
* Clint Farr	<i>representing</i> Alice Edwards Acting DEC Director, Air Quality Div.
*** Donna Gardino	FMATS Coordinator
*** Joan Hardesty	DEC
*** Glenn Miller	Borough Transit
*** Bruce Carr	ARRC
** Todd Boyce	FNSB, Planning
Jennifer Yuhas	FNSB Mayor's office
Gerald Rafson	DOT&PF Planning Chief
Jerry Colp	City of Fairbanks
Guy Sattley	FNSB
Ethan Birkholz	DOT&PF, Planning Manager
Margaret Carpenter	DOT&PF, Transportation Planner
Jo Schlotfeldt	DOT&PF
Phil Zastrow	
JC Phillips	
Don Lowell	
Bob Tilly	Tryck Nyman Hayes
Buzz Otis	
James Bodenstadt	
Steve Barney	

Alice Edwards is Clint Farr's immediate supervisor and as Clint was in Fairbanks for a Climate Change meeting, Alice asked him to sit in for her. Clint works in the Air Non-Point Mobile Source Section of the Alaska Department of Environmental Conservation, working on issues with low-sulfur reduced fuel, dust and fine particulate matter.

3. Public Comments

Phil Zastrow read a prepared statement. "We, the residents of the area served by Peridot Road, request it be upgraded. In its present state, it is a disgrace to the State of Alaska and the entire community. For those who don't know of Peridot Road, it connects the New Richardson Hwy to Badger Road. It is located on a section line with allotted easements on both sides. There are existing exit and merging lanes on both sides. A new development in the ongoing request for upgrading has been submitted. The City of North Pole is now willing to provide full maintenance of the entire section between the Richardson Hwy and Badger Road, provided the easement can be

acquired, which is not a problem. They request no annexation of any properties plus they are willing to provide some funds for this overdue upgrade. Upgrading would save about 1500 commuters traveling to and from Fairbanks four miles per day. This translates to savings on fuel costs and will lessen engine emissions in the Tanana Valley. It would enhance potential for new business. It would allow State Troopers and emergency vehicles a faster alternative to respond to emergencies and a faster return to other crises. It would save DOT time and money when snow removal and maintenance is required on Badger Road and its tributaries. It would save the school bus company money and provide a much safer pick up for children that what is now present. HC Contracting would also benefit by its upgrading. They are willing to work with the State and City to build it properly. They do own a large pit adjacent to Peridot, which could help reduce construction costs. There are concerns by about six residents that upgrading will increase traffic flow and speeding will occur. I believe their concerns of speeding are unfounded due to the fact that State Troopers and North Pole police will be patrolling on a steady basis. On the other hand, a petition was circulated in 1999, almost ten years ago, where over 600 people requested upgrading. Now is the time to act. In its present state, it is a disgrace to the Department of Transportation. This can be changed by the State, City and local contractors working together for the betterment of all. It is totally wrong when a road as important as Peridot inflicts severe damage to emergency vehicles responding to fires and life threatening accidents. It is wrong when State Troopers get stuck and destroy vehicles when responding to calls. I have two requests at this time. My first is that everyone on this board drives down Peridot to evaluate its condition and its importance. My second request is for information on who the right people are and what are the proper ways to get this long overdue project started. Thank you."

4. Approval of the July 17, 2008 Agenda

- **MOTION** to approve the July 17, 2008 agenda. (Strle/Hopkins). With addition of the Cowles Street bid and a STIP Update (in Informational Items). No opposition. Approved.

5. Approval of June 18, 2008 Policy Committee minutes

- **MOTION** to approve the June 18, 2008 minutes as written. (Farr/Strle) No opposition. Approved.

6. Committee Reports

a. FMATS Coordinator Donna Gardino presented a written report detailing working projects. The FHWA has approved the 2007-2008 Amendment #2. She updated all project nominations; the Technical Committee rescored those items. She worked on an issue regarding the utilities on Homestead Road, which is supposed to go out to bid this year. She decided to wait until construction to move two poles. Another issue was on the North Pole 8th Avenue Bike Path where the original funding was \$50,000 in 381 funding, but the bid came back at \$75,000. The condition of the path was not that bad and the City of North Pole wanted to keep the trees the contractor said would have to be removed. The decision was reached to not fix the last 300 feet of the bike path so the cost would be only \$3,500 over the original funding.

Donna was asked to comment on the item in her report regarding meeting with a citizen on the Dennis Road Extension. The Technical Committee also heard him at the last meeting, where the Dennis Road and another project, Lazelle, were rescored. The Technical Committee felt the developers should be responsible for upgrading the infrastructure to facilitate movement of emergency vehicles if they are going to be building a subdivision and creating the additional traffic. In response, both Dennis and

Lazelle projects didn't score as well because the committee believed we need better policies from the Borough and the Cities that make the developers create the transportation infrastructure for the area they are impacting. The Technical Committee will be writing a letter to the Policy Committee regarding this issue.

Luke Hopkins asked if the Farmer's Loop Trail is the same as the UAF to Birch Hill Trail project. Donna Gardino responded that it is a new project and was proposed by the FNSB Parks Dept. It was not scored because there was not enough information. The Technical Committee will score that project next month.

Jerry Colp wanted to clarify that the project discussed earlier should read **Dawson Road** (not Dennis Road).

Steve Titus asked if there is a project in the FMATS TIP for Peridot Road. The answer is no.

7. Old Business

a. Context Sensitive Solutions in the 2009-2010 Unified Planning Work Program

The Policy Committee requested a CSS statement be included in the UPWP now out for public comment through July 23, 2008. The Technical Committee recommends the amended statement be included in the 2009-2010 UPWP.

Doug Isaacson - We are facing some critical budget issues. I just got word, for example, that one of our restaurants is going to be leaving North Pole, citing energy costs, etc. We see escalation of costs in design and construction. What kind of cost will this add to design and project timelines if we are looking at all of these different worthy ideas and issues? Though this is a good idea, is this the time for our community?

Luke Hopkins –We asked those specific questions of the Anchorage AMATS Coordinator. It is necessary to look at some of the past projects in the Anchorage area where there were actions from groups that felt they were not part of the process of developing a highway or road project. They did not feel they had the opportunity to participate and therefore they started actions at public meetings or some legal actions to say these issues need to be considered. At the beginning of a project, if you bring in groups to have these discussions, it actually helped reduce complications of project implementation from final design to actual contracting. To start the process early, to get the people to buy in is a positive thing and would increase the public participation opportunities.

Donna Gardino – FHWA presented the Context Sensitive Solutions to the Technical Committee. Smart Growth principles are already incorporated in the UPWP. CSS is looking at everything in the whole context, the whole environment and everything that will be impacted by a transportation project. All those things are taken into consideration; the decisions can then be made using the flexibility the design standards allow.

Steve Titus – It can protract the design process as more people are involved and more issues come up that need to be investigated. It also may set up some unfunded mandates when people want to have other things in the project that were not funded through FHWA. CSS also involves everyone at the beginning and it can save time, depending on the situation and the group. The goal is to try to incorporate as many people in the process as possible on the public side at the beginning. FHWA requires us to implement CSS into our process.

Doug Isaacson – Smart Growth principles require, for example, a street structure that isn't necessarily compatible with the current vision of those property owners on that street. As long as it is a requirement, I understand, but when it says, "fully evaluates the context" does that allow for a community vision that isn't locked into Smart Growth principles? If it advances forward, what we're trying to do is healthy. If it doesn't entertain any divergence from that, then it is not healthy. I do not want to add to our costs or superimpose a national plan on top of a local issue.

Jim Whitaker – In the conversation last year with the AMATS Coordinator, the practical application of this led me to conclude it essentially limited public discussion as the process worked its way through. Those issues that might be raised at any time would have been required to have been raised at the beginning, instead of being brought up as the project reached fruition. The closer a project comes to fruition, the more involved the public should be, yet it appears this project does just the opposite. If you are not in at the beginning, the closer you get to fruition, the less applicable public input becomes; is that true?

Steve Titus asked Ethan Birkholz to answer. Public participation is supposed to be early and continuous. CSS is something that Dave Bloom does on every project, for example, Homestead Road is a good example of using CSS. Much of what we do does involve CSS, but sometimes things are cut at the end of the project because it runs out of money. It is an unfunded mandate; there are requirements, a couple of them environmental that require core efforts relating to CSS. All it does is try to promote early involvement, continuous through the process. FHWA is definitely pushing us in that direction. On the Second Avenue project, a good example is a whole row of nice birch trees in front of Fairbanks Drama. The City moved the sidewalk back and kept the trees, which probably saved money because they didn't have to rip out all those trees and haul them away. At the middle school Donna Gardino referred to earlier, they said they liked the path better as it is than what was proposed so they left it alone on that extension.

Jim Whitaker – In Anchorage, it was utilized as a means by which a project would not have input that particular groups could use to stop a project at a particular time. There was a reference to a particular project in Anchorage that, had they used CSS, they could have kept that group from having input and therefore, there would not have been a delay in the project. That is not our intent here. As a course of public record, it is clear that it is as the words say, to involve those who are concerned early, but not to preclude those who have an interest from later input.

Bruce Carr – The FHWA website is a wealth of information on CSS. It is not wholly an accretion of your public information program. We are faced with projects that are very narrowly defined and sometimes designers are accused of not looking at anything beyond that line. Some of the other principles involved have to do with adding value to the community, does the community recognize that value and other things. It is not simply public information; it does have public involvement engaged because you do want to bring the stakeholders in. Current policy coming out of FHWA says early and often.

- **MOTION: The Context Sensitive Solutions as presented and recommended by the Technical Committee be added into the 2009-2010 UPWP. (Hopkins/Strle) None Opposed. Motion Approved.**

b. Rail Study Eligibility In the meeting packet, Donna Gardino included a letter she sent to FHWA regarding an eligibility determination for the grandfathered allocation funds for use on the environmental documents related to the Fairbanks Area Rail Relocation. There has been no written response as yet. In her discussions with the State and FHWA she learned FHWA is researching eligibility of the use of Surface Transportation Funds. There are two eligibility questions of concern to FHWA. The first - Can Surface Transportation Funds (a federal program) be used for this project? The second issue raised is one FHWA feels the State needs to answer - Can the grandfathered funds in the STIP be used for this project? What she expects to hear from DOT Headquarters is that these grandfathered funds can only be used for Illinois Street and University Avenue.

Steve Titus noted the motion passed at the last meeting had to do with moving \$1million of grandfathered University Avenue funds for the EA for Phase 1 project for the railroad study and for \$1million for an EIS for Phase II-III for a southern bypass project. DOT Planning Headquarters is in the process of providing a letter saying those fund sources are not available for the use intended by the motion.

Jim Whitaker – It was a political decision at the time and it will remain a political decision. You can get the letter if you want, I'll try to trump it politically and see where we go. I don't want to mess around. Let's just put it on the table.

Steve Titus - We are not messing around. We are checking with Juneau to see if there is a situation there before we write a letter. If the monies cannot be used for other than the two projects mentioned, then FHWA is not going to respond to us. It will continue to be an agenda item at our next meeting. If there is something we don't know about, we'd be glad to hear about it.

Jim Whitaker – I tried to explain that the discussion that took place a few years ago that freed those funds up – there was no limitation with regard to University Avenue and Illinois/Barnette. We re-clarified that with the administration and I would be very surprised if it changes. I don't know why it remains an issue.

Luke Hopkins – If the funding source were not the question, have we any indication how FHWA would see the project? It sounds like they are waiting to find out about the funding source. In terms of the project being able to be in our TIP, could you elaborate? If it could be put into our TIP while we are working it through the political process, we could still have a project identified in the TIP.

Donna Gardino did hear from Federal Highways that railway/highway grade crossings are an eligible project. The question for them – is this a railway/highway crossing project? They haven't fully evaluated the project to determine what the project is and they are gathering the information now. Donna Gardino will contact them and ask them to respond.

Steve Titus said if the project is in the TIP, it would compete with other projects for funding.

Luke Hopkins – If the project were put into the TIP and it had some SAFETEA-LU funding to look for some other source of money, or in the application process for 1301 funds, we would still have a project, possibly just Phase I.

Donna Gardino – The new 2009-2012 TIP is being developed. Those four years of the TIP need to be fiscally constrained. We have to have a reasonable knowledge of where our funding is going to come from for those projects

Doug Isaacson – The Policy Committee can say this is a priority project. If it is grandfathered as Mayor Whitaker expressed, then this discussion is already funded. As Steve Titus suggested, if it doesn't get funded, it will have to go through the project nomination process. However, I think we can reserve this aside as a priority project. It doesn't have to be threatened with delays over the years. As the Policy Committee, we are saying to get it done.

Steve Titus – I don't disagree that this body can make those kinds of decisions, but I'm not entirely sure that it is the best process to use. If the FMATS group wants to make it a project, then it can go into the program and compete with other projects.

Donna Gardino – The Technical Committee will be looking at the Skarland project next month and can look at this one too. We'll have more information at that time so we'll be able to know which funds we can use and which ones we can't.

Steve Titus – This will be carried as old business. We will get some additional information for our next meeting on this subject. We need to determine our funding source availability first, then once we know which way to jump, then we decide if it is going to be a project, or not, and put it into our program. That is my recommendation for the process.

Luke Hopkins – What is the timeline for this group to submit the project so that it is in the next review of the TIP? Would it be for the Technical Committee next month or a month later?

Donna Gardino – We have until we submit the new TIP to Headquarters in the middle of November.

8. New Business

a. Highway Trust Fund Shortfall Donna Gardino included information in the meeting packet. If there is not a fix to the Highway Trust Fund (HTF) in '09, the State of Alaska, out of \$400 million received in 2008, would receive \$290 million, a loss of \$101 million (26%) and the projected loss of 3,500 jobs. The Technical Committee has recommended to the Policy Committee to draft a letter to the Alaska delegation to encourage a fix to the HTF. On July 9, 2008, the Senate Appropriations Sub-Committee did include a fix into the Appropriations bill to offset this shortfall for the HTF. They inserted \$41.2 billion to fully fund the FFY 09 HTF and transferred an additional \$8 billion from its general fund to the HTF. This is \$8 billion taken away from the HTF about 10 years ago. There has been talk that no appropriations bill will be signed until there is a new president in the new year. There is a risk for the fix to be removed. On a local level, our allocation is \$8 million and we would lose 26%.

- **MOTION** to add Context Sensitive Solution language to the letter. (Isaacson)
No second. Motion failed.

Steve Titus observed his dual role as FMATS Chairperson and Director of DOT, Northern Region where he answers to the Commissioner. The Commissioner of DOT has already written a letter to the congressional delegation regarding the shortfall of the

HTF. John Katz, who represents the State of Alaska in Washington DC, recently sent word to DOT asking they stop sending information to the Alaskan delegation on this issue. This is not a new issue and the delegation is very aware of the issue. Steve Titus has concerns about sending these letters in light of the recent word from Washington DC and Juneau.

Luke Hopkins noted the National Association of Counties annual convention, representing 2,300 counties, discussed this issue and they felt there is a need to keep this message going to Washington DC about highway funding and SAFETEA-LU. Counties are incredibly strapped across the country on their road projects. He suggested the letter be sent to the National Assoc. of Counties.

Steve Titus said he would vote against sending the letter as it is the position of the Department of Transportation to not send any more information.

Terry Strle suggested the tone of the letter could be changed to say the committee appreciates the efforts made and understands the delegation is aware of this issue.

Luke Hopkins suggested the letter include information on the transportation projects in our community. The community is a hub for future energy related production and its importance for the area.

- **MOTION** to approve letters to Senators Stevens and Murkowski, and Rep. Young as proposed. (Isaacson/Hopkins) Motion failed 4-3. (Voting for – Luke Hopkins, Jim Whitaker and Doug Isaacson)

Steve Titus asked that this item be brought up in Informational Items if things have changed.

b. Obligation Status Report Donna Gardino included information in the meeting packet regarding project funds obligated and the dates the funding was or will be obligated. At this time, 40% of the 08 funding has been obligated. The deadline to obligate it all is the end of the federal fiscal year. Van Horn project is under run by \$128,000 now, but at only 17% complete, there may be some change orders coming up.

Steve Titus asked Bob Pristash regarding the Wendell Street ADA Phase 2 if the process is on track to obligate the \$40,000 listed. Bob Pristash replied that it is still good.

The North Pole Bike Path Rehab has been started so it should be obligated, or in the process.

The Cowles Street project is fully obligated and has been advertised, with the bids coming back on July 29.

The State is working on an agreement for an amendment with the Borough for the CMAQ 2.5 project and it should be obligated in time. Margaret Carpenter said the RSA came back from DEC and she is working on the Phase 2 agreements.

Donna Gardino – These are the projects for the regular CTP funds. Earmarked funds have their own timetable and do not have to be accomplished during '08 – can be moved to '09 – as the funding can only be used on the project listed.

North Pole Homestead Road has a mix of both Earmark and CTP funding. Design has assured Donna Gardino that project will be ready to obligate by year-end.

Luke Hopkins recalled last time \$4 - \$5 million dollars was lost due to not having it obligated in time. The month of August was the time to submit things as it takes six weeks or so to get done. Does "it will be done by year-end" mean it will be done by mid-August so there is time to submit to get these approved so we don't miss?

The date from Project Control is early August. Ethan Birkholz had concerns about the Wendell Street ADA project that need to be submitted in early August, though September is shown on the report; September would be too late. Homestead Road is moving along but there will be some date in August where those projects will go or they will slip. If they slip, it will all get dumped into the Illinois project.

Donna Gardino will provide an updated report at the next meeting.

c. Illinois Street Cost Increase. Donna Gardino noted that the new Illinois Street Phase Map from Dave Bloom included cost increases of \$1 million for Phase 2, \$2.1 million for Phase 3 and \$1.5 million for Phase 4. The total cost increase for the Illinois Street project is \$4.74 million. All of these funds are coming primarily from grandfathered funds from University Avenue except for \$615,000 in Phase 4.

Doug Isaacson asked since money was already taken for Railroad and other items, how much money was left in the University Avenue project and would the amount left still cover it.

About \$4 million was taken out of the University Avenue grandfathered funds, but \$5 million was added in general fund money just received in the State budget. Therefore, there was not a net loss to the University Avenue funds.

Donna Gardino answered a question about the additional cost for design. Design received over 1200 comments on the preliminary PSE for Illinois Street. Bob Pristash said an environmental document was done and some of the planned construction was in conflict with environmental documents regarding the depth of some of the structures. Construction required dewatering, storm drain issues and water line relocation, telephone bank work – these and many other things can be changed to economize the project. DOT is interested in looking at it to review the plans further.

- **MOTION to approve additional funds for Illinois Street project as presented. (Strle/Isaacson) None opposed. Motion approved.**

d. 2007-2008 UPWP Reporting Summary Donna Gardino compiled and reviewed the quarterly reports submitted by the Borough regarding the funds they receive from UPWP. They still perform the functions that they have said they are doing. The reports are very generic, a numbered list, but they are not detailed. What is MPO related is not something she could determine from the reports.

Terry Strle commented she also looked at those reports and still believes Borough funding could be decreased since there is a coordinator. There should be less of the Borough's use of those grant funds. She would like this to be noted for discussion next year during the budgeting process.

e. 2009-2012 TIP Development – Scoring Summary Donna Gardino reported the Technical Committee rescored the projects which were below 99 and were not State funded. She submitted a list to be used as a basis for the 2009-2012 TIP. If the Policy Committee decides, they may reprioritize any of the projects.

Doug Isaacson noted Plack Road scored very low but the North Pole Bike Rehab is also low. The City of North Pole has funded the match portion of the Bike Path but is concerned since the about the score. He asked if it means the project may not go ahead. Doug Isaacson noted the amount of construction the project can afford is getting smaller as costs escalate beyond their control.

Donna Gardino has gotten better, lower estimates for the project, which will raise the score. This project has already begun, which is taken into consideration so it does not end up in a time trap situation.

Doug Isaacson asked if the Peridot extension, which includes 600 petition signatures, could be revisited to get more information so that it can be a project for rescoring.

Jim Whitaker suggested checking to see if Peridot falls within the FMATS boundary, which may have been an issue in the past. On the Steamship Nenana restoration, that may not be a priority project compared to others on the list. It would be appropriate to remove that project from consideration.

Donna Gardino said the Steamship project is on the list as information. She was asked to determine how to remove an item from consideration.

f. Chena Pump/Chena Small Tracks Scope Change The Technical Committee recommended the terminus change from Despain Lane to Roland Road as more logical because of the subdivisions being built. At the time of their decision, the Technical Committee did not have the information about a Highway Safety Improvement project in the STIP which will add a south-bound right turn lane pocket from Chena Pump onto Roland Road for about \$500,000.

Steve Titus said it is in design to rehab and asked if that section of road is similar to the piece in front of the Pump House.

Jerry Rafson said DOT is extending three lanes to a five lane section past the Pump House.

Steve Titus noted this project will have a large impact on the budget.

Luke Hopkins asked about when this project may happen, it is in design and Phase 4 is beyond 2011. The score of this project dropped from 53 to 42.

Todd Boyce said the Technical Committee discussion included Despain Lane as a minor road; there has been subdivision development activity with access onto Roland Road and is a large loading point onto Chena Pump. This seemed a more logical terminus than one serving just a few houses.

Bruce Carr added this is also Context Sensitive design to take in what is happening in the community.

- **MOTION** to change scope of Chena Pump/Chena Small Tracks as presented. (Strle/Whitaker)

Doug Isaacson asked since it is already in design, already spending money on it, if we don't bring it into the scope of work prior to 2011, we are essentially creating a works program that designs but never builds. Someday they'll have to dust off the design, then rework it and take all that time again to reevaluate costs, etc.

Steve Titus - we are in design and we have an environmental document, etc. This could turn into a time trap, so we are moving forward in the program. This project would have to go once we get the design.

Doug Isaacson asked Donna Gardino for more information on the extra cost of the scope change.

Motion and second were withdrawn.

9. Public Comments

Bob Tilly from Tryck, Nyman, Hayes: "1. Peridot is in poor condition with a drainage problem and is on over 200 ft of permafrost. It isn't going to be just a small project, so you'll want to keep that in consideration. 2. Cost for fuel oil has just gone up to more than \$4.50 a gallon and probably still going up. All these costs should probably be factored in for 2-3 years from now. 3. The Fairbanks delegation is going to be meeting tomorrow 3-5pm at the Alaskan Federal Credit Union by Seekins Ford, talking about fuel, energy and some proposals that have been submitted that would alleviate that problem if people would take that into consideration."

James Bodenstat, President of Fairbanks Racing Lions. "We would like to do a drag race in North Pole. HC has a construction project for the New Richardson Highway past the Badger overpass. HC has come on board and said they would like to see this happen on the new stretch of asphalt they are putting down. I talked with the Mayor of North Pole and the Police Chief today; they would like to see this happen in their town. I want to put it out there so everybody knows what we are working. We would like to have this event in conjunction with the announcement of our purchasing property to build a racing facility in the Interior. We would like to put up a multiuse facility with drag racing, road racing, snowmobiles, arctic testing and just anything we can put on the facility. I think having race facilities in the Interior has been a long thing coming. We need to do something about keeping the kids off the street and street racing. Giving them a place to do that would be high on the agenda, especially getting schools involved. I know North Pole has a great automotive class out there. The facility would be close to the North Pole High School where we could get student draws and maybe even get into high school racing. I know there are a lot of goals and things we have to meet safety-wise; I think I have addressed all of them. Early next week, I hope to have an insurance binder and allay any concerns about property damage or safety of the event. I have talked to the head of the state project out there who sees no problem with it, but he said it is not up to him - I would have to talk to you (Steve Titus)."

10. Informational Items

a Construction Project Status Report: 2nd & Wilbur, Van Horn. Written report provided. Steve Titus pointed out the Steese MP 0-2 project opened about a week ahead of schedule, which was very nice.

b Cowles Street Update. Donna Gardino reported the bids will be back July 29.

c STIP Update. STIP Amendment #17 was approved July 3. The state is working on the process for initiating the 2010-2013 STIP. One of the tasks they have is to review the MPO allocation.


Steve Titus noted the STIP was approved for a dollar value of more money than is projected to be received by the state. There is a potential that this will have to be amended.

11. Adjourn

- **Motion to Adjourn.** (Isaacson/Hopkins) No opposition. Approved. Adjourned at 12 :10pm.

Next Scheduled Policy Committee Meeting is August 20, 2008 at 10:00 am.

Approved:


Steve Titus, P.E., Chair
FMATS Policy Committee

Date: 9/10/08